

60130-1370  
00MRA0195

**IN THE SPECIFICATION:**

Please delete the paragraph beginning on page 2, line 27.

Please amend the paragraph beginning on page 5, line 29, as follows:

Figure 1 illustrates schematically a first stiffening element of a right front vehicle door as part of the essentially pot-shaped or pan shaped stiffening structure with an integrated window frame in a view looking in from outside—schematically;

Please amend the paragraph beginning on page 6, line 3, as follows:

Figure 2 illustrates an outer panel element of the same vehicle door with a second stiffening element of the essentially pot-shaped or pan shaped stiffening structure in a view looking out from the inside;

Please amend the paragraph beginning on page 6, line 8, as follows:

Figure 3 illustrates a partial view of the same vehicle door in a horizontal section taken along line III from of Figure 1 and Figure 2, as well as parts of the vehicle chassis adjoining a door opening—in part;

Please amend the paragraph beginning on page 6, line 12, as follows:

Figure 4 illustrates a partial view of a section through the same vehicle door taken along line IV-IV from of Figure 1 and supplemented by parts of the chassis adjoining the vehicle opening—in part;

Please amend the paragraph beginning on page 6, line 16, as follows:

Figure 5 illustrates a partial view of a section through the same vehicle door taken along line V-V from of Figure 1 and Figure 2, as well as supplemented with parts of the vehicle chassis adjoining the door opening—in part;

60130-1370  
00MRA0195

Please amend the paragraph beginning on page 6, line 21, as follows:

Figure 6 illustrates a partial view of a section through the same vehicle door taken along line VI-VI ~~from~~of Figure 1 and supplemented with the ~~so-called~~ B-pillar and a part of the rear vehicle door on the same side-in-part;

Please amend the paragraph beginning on page 6, line 26, as follows:

Figure 7 illustrates a partial view of a section through the same vehicle door taken along line VII-VII ~~from~~of Figure 1 and Figure 2 as well as supplemented with the ~~so-called~~ B-pillar and a part of the rear vehicle door on the same side-in-part; as well as; and

Please amend the paragraph beginning on page 7, line 1, as follows:

Figures 8A-D illustrate alternative embodiments of the seal arrangement of the right front vehicle door in the area underneath the window sill, in horizontal section.

Please amend the paragraph beginning on page 7, line 5, as follows:

For the vehicle door according to Figures 1 and 2, an outside panel element in the form of a ~~so-called~~ an outside panel 10 forming~~forms~~ the outer skin of the vehicle door 1 and is stiffened on itsan inner side, shown in Figure 2, by a frame-shaped first stiffening element 12 at the outer peripheral zones of the outside panel, ~~the~~ 10. The connection between the two components ~~being~~is accomplished by a flanged joint 10A in a conventional manner. The design of the frame-shaped first stiffening element 12 will be explained further in conjunction with Figures 3-8. Optionally, the vehicle door includes an inner panel element 30.

60130-1370  
00MRA0195

Please amend the paragraph beginning on page 7, line 13, as follows:

The second part of the stiffening structure, referred to as a second stiffening element 14, and visible in Figure 1, ~~e~~ ~~on~~ ~~sists~~ is made of one essentially pot-shaped or pan-shaped component, punched in one piece from sheet metal and shaped by deep drawing. ~~Its~~ ~~heart~~ ~~consists~~ The second stiffening element 14 includes of a roughly pot-shaped or pan-shaped part 14A and a window frame part 14B. The pot-shaped or pan-shaped part 14A has a bottom surface 14A' which has cutouts 16 for the installation of a window-lift motor, a loudspeaker or the like. At the periphery of the bottom surface 14A', it is adjoined by circumferenced side walls 14A" in an extension direction running roughly perpendicular to the door plane. These will become more clearly recognizable in conjunction with the figures below. Adjoining the side walls 14A" are, in turn, flange-like, and ~~outward~~ outwardly pointing connecting surfaces 18 and a sill reinforcement 20, respectively. Together with the fastening holes 12A of the first stiffening element 12, fastening holes 18A permit a detachable bolting of the ~~the~~ first stiffening structure ~~part~~ element 12 and the second stiffening element 14, as will become more evident from subsequent figures. The second stiffening element 14 serves, among other things, for the mounting of a door lock 22.

Please amend the paragraph starting on page 7, line 30 to page 8, line 3 as follows:

A box sheet 22A ~~being~~ in one piece, for instance, optionally provided on the first stiffening element 12[[.]] and having peripheral sealing lips 22B, permits a complete encapsulation of the door lock 22 in the assembled state by contacting the sealing lips 22B with the bottom surface 14A' of the second stiffening element 14. ~~The~~ A sealing line 22C is indicated with dots and dashes in Figure 1.

60130-1370  
00MRA0195

Please amend the paragraph beginning on page 8, line 8, as follows:

The pot-shaped or pan-shaped structure of the part 14A of the second stiffening element 14 is clearly evident from ~~shown in~~ Figure 3, in particular, the ~~outward~~outwardly pointing side walls 14A" and the adjoining connecting surfaces 18 ~~projecting outwards~~project outwardly like flanges. It is likewise evident that ~~the~~The height of the side walls 14A' can be different in different areas of the second stiffening element 14, that is to say, the connection line to the first stiffening element 12 can be a different distance from the ~~outer sheet~~outside panel 10, i.e., the outer skin of the vehicle door 1, according to technical and mechanical circumstances. Thus, in the embodiment illustrated in Figure 3, the encapsulated door lock 22 with ~~its~~the lock reinforcement sheet 22D is fastened to the second stiffening element 14, while ~~the~~an opposing door hinge part 24 is fastened to the first stiffening element 12.

Please amend the paragraph beginning on page 8, line 21, as follows:

It can also be seen from Figure 3 that in the present embodiment, the first stiffening element 12 as the outside-facing part of an ordinary inside door sheet[[],] can be joined to the outside panel 10. However, the first stiffening element 12 is provided with an ~~inward~~inwardly pointing frame-shaped flange with connecting surfaces 18' ~~and running~~ that run roughly parallel to the vehicle door 1. These and the associated fastening holes 18A correspond to the connecting surfaces 18 and the associated connecting holes 12A of the second stiffening element 14 and allow a nonpositive threaded fastening of the ~~two~~first stiffening structure partselement 12 and the second stiffening element 14 by means of connecting bolts 28.

60130-1370  
00MRA0195

Please amend the paragraph beginning on page 9, line 6, as follows:

As is evident from shown in Figures 3-8, the connection point between the first stiffening structure elements element 12 and the second stiffening element 14, as shown in the drawings and in that sense preferred, is covered and sealed off by a continuous peripheral profiled seal 32. This profiled piece represents a "natural" visual boundary between the first stiffening element 12, possibly painted the vehicle color, and the second stiffening element 14, possibly painted a neutral color, for instance, the color of such as anthracite. The main function of this profiled seal 32 is the realization of employed because a second sealing line is situated far to the outside. In contrast to the known chassis-side first seal (profiled seal 34) this one, the profiled seal 32 is fastened towards the vehicle door 1 and permits the formation of a continuous peripheral sealed chamber 38 between the vehicle door 1 and the vehicle chassis 2. A third sealing line 36, as shown in Figures 6 and 7, may be desirable, for instance, between adjacent doors. A uniform course of the profiled seal 32 free of undulations, as well as easy detachability in case of repair or service and easy installation are, is achieved by a spring clip 32A inserted into a bottom groove of the profiled seal 32, which enables a clamped connection of the profiled seal 32 to the clamping surfaces 28A" of the connecting bolts 28.

Please amend the paragraph beginning on page 9, line 24, as follows:

In all of Figures 3-8D, the seals used are each shown in the relaxed state, even if the concretely illustrated installation position causes a deformation of the seal. Thereby, the seals illustrated in this manner cut the adjacent component, instead of clinging tightly to it. This mode of illustration is done only for the sake of simplicity. Cross-hatching of the sections is likewise omitted for the sake of clarity.

Please amend the paragraph starting on page 9, line 31 to page 10, line 4 as follows:

It is evident from Figure 4 that the second stiffening element 14 in the embodiment illustrated here is also provided with includes a window frame part 148 which bears a pane guide/seal 40 for the raisable and lowerable window pane 26. The door-side profiled seal 32 is joined in this area to the second stiffening element 14 by a conventional double-sided adhesive tape 32B.

60130-1370  
00MRA0195

Please amend the paragraph beginning on page 10, line 8, as follows:

In Figure 6, the vehicle door 1 is shown in the area of the so-called B-pillar 42 above the sill line. ~~Here too, the~~ The profiled seal 32 is joined to the window frame part 14B by double-sided adhesion. The rear vehicle door 1' is constructed in a similar manner to the front vehicle door 1.

Please amend the paragraph beginning on page 10, line 15, as follows:

Figure 8 shows four variants for the connection of the ~~two~~first stiffening structureelement 12 and the second stiffening element 14 and for the arrangement, fastening and shaping of the second sealing line, wherein for similar components the same reference numerals are used again.